

COCKADE CITY BOWLING FIVE



Winner of second place in race of Petersburg Bowling Association, recently closed.

WITH LOCAL AUTO DEALERS

Find Hard Climbs.
An example of the severe road test that all Kline Kars are subjected to is a trip taken during the past week in one of the "Big Six" models, now being turned out by the Kline Motor Car Corporation in the Northwest Boulevard factory. A party, composed chiefly of Kline Kar representatives and a few guests, left the Jefferson Hotel at 7:45 A. M. and arrived at the Chamberlain Hotel, Old Point, at 11:15, going via the Williamsburg Road through Newport News and Hampton.

After luncheon at Old Point and a visit to the various points of interest there and in Newport News, the return trip was begun at 4:30 o'clock, and Richmond was reached at 9 o'clock in the evening. The trip home was made over the Charles City Road.

The principle object of the trip was to determine a route for the final testing of Kline Kars—something that would bring out any defects, if such existed, and emphasize the good qualities of the car. No better trip could have been selected. Although not muddy, the Williamsburg Road was found to be cut up a great deal in places and very rough. At some places the wheels sank into ruts that were axle deep.

The Charles City road was found to be almost impassable at many places. Streams were forded, and in one instance it was found necessary to build a temporary bridge in order to continue on the way. However, the running schedule of twenty miles per hour, mapped out at the start, was adhered to throughout, and the trip made without accident of any kind. Those in the party were: "Johnny" Minker, chief tester for the Kline Company, and wife; Leroy Craig, also of the Kline factory, and wife; J. M. Houston, a representative of the Rayfield Car-buretor Company; Robert Bishop, sales manager of the Cutting Motor Car Company, and Charles E. Sweeney, of the Kline sales force.

Completes Remarkable Trip.

Perhaps the severest test ever imposed on a motor driven vehicle was met successfully and recently when a mud splattered car containing three passengers pulled into Auckland, New Zealand, after having completed a trip from Wellington, via the so-called central route, a feat never before accomplished.

On the footboard of the car, a Ford Model T roadster, were long wicker baskets plastered with mud, and behind hung spare tires and a great coil of muddy rope with two double blocks as a centre piece. Every available space on the automobile were waterproof sheets, canvas bags, portmanteaux, and stranger still, spades, axes and a mattock. Bits of wire, a broken midguard and a splash radiator completed the picture of the car as it came to a stop at its journey's end. It was the strangest appearing car that ever moved over the asphalt streets of Auckland.

The car made the run under the auspices of the Colonial Motor Company, of Wellington. Besides the driver, it carried two newspaper men, one in the capacity of photographer.

Displaying Prize Car.

The Foster Motor Car Company, local agents for the Kline Kar, Pierce Arrow and Buick, has on exhibition in its sales-rooms, 605 West Broad Street, the Kline Kar 4-40, won by Dr. Winn in the recent Times-Dispatch subscription contest. The car is one of the most beautiful machines ever shown in Richmond, and its wire wheel equipment and distinctive lines have caused it to be the centre of attraction on automobile row during the past week.

This car was manufactured in Richmond by the Kline Company, and is one of the first models turned out by the company with left hand drive and centre control, which, it is predicted, will be generally adopted by automobile manufacturers within another year.

"Bibendum Twins" Here.

The Michelin Tire Company is exhibiting at the Foster Motor Company's garage the Bibendum twins. These are two enormous rubber men inflated with air and worked by mechanism so as to perform ludicrous antics. They have captured first prize in many of the great carnivals and street parades throughout the country.

Knight Motor a Winner.

The silent Knight motor triumphed again recently in the three-day race meeting at Spa, Germany. In practically every event the Mercedes-Knight cars took first, or first and second places. The results are still more wonderful in view of the fact that the cars were not handled by professional racing drivers, but by individual owners.

Baron De Crawhez and Herr Elscamp were the two who drove the Mercedes-Knight cars, and in the speed trials, hill climbs, efficiency contests, and other events, the sleeve valve motor made a truly wonderful showing.

Increase in Capacity.

Tire manufacturers this year are brought face to face with the stirring problem of taking care of the biggest demand for tires in the history of the industry. Something like 5,000,000 pneumatic tires will be needed to shoe America's automobiles, and in addition there are about 50,000 motor trucks to be taken care of, and a flock of motorcycles approximating 250,000 in number. This means that in order to keep all of these vehicles running, the factories will be pushed to their utmost capacity.

Although the spring season has barely started, there is every indication that the volume of tire business this year will exceed by a great margin anything ever before known," says J. D. Anderson, general sales manager of the United States Tire Company. "Months ago we anticipated this demand, and our big factories have been running uninterruptedly, night and day. We also have made extensions and installed new equipment which has brought our output up to a point where we are in position to meet every demand made upon us."

Performs Great Feat.

Gordon Motor Company, Inc., the Hudson dealer, was today advised of an unusual feat performed by the new Hudson Six at Bridgeport, Conn. The car on high gear easily climbed

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The Greatest Value for the Price on the Market

Option of all-electric or gas and oil lighting systems without extra charge.
Russian green or R-C-H red body, as desired.
Easiest riding car in the world.
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More equipment than any other car for the price.

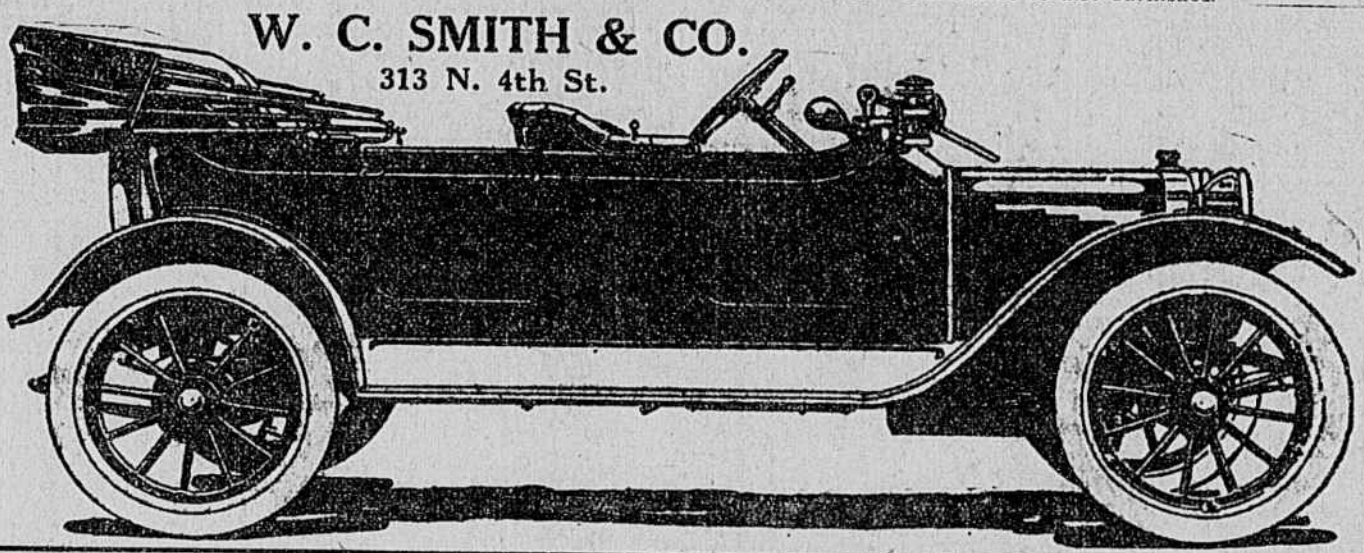
Long wheelbase—lots of leg room—touring car seats five grown persons comfortably.
Long stroke motor—left side drive—centre control.
Powerful, speedy and sturdy.
Demonstration whenever you want it. Act quick and get an early delivery.

Equipment

Lighting: Option of gas headlights with oil side and tail lamps, or all-electric system with five latest type powerful lamps. High grade in every detail. Tires: 32x3½-inch all-around. Bosch high tension magneto. High grade speedometer. Demountable rims. Extra rim and holders. "Tally-ho" horn. "Jiffy" curtains. Top and top cover. Windshield. Tool kit. Jack. Tire Pump. Tire Repair Outfit. Robe Rail. With the Roadster a 25-gallon gasoline tank, with baggage trunk large enough to carry two suit cases, is mounted on the rear deck. Tire holder is also furnished.

W. C. SMITH & CO.

313 N. 4th St.



the famous "Sport Hill," which has been the scene of numerous hill climbs and probably is the best known in that section of New England. The big car starting at four miles an hour at the bottom finished at the top at thirty-five miles, in high all the way. The hill is about a mile long with stiff grades and many turns, and few cars make it on high gear unless they have a running start.

A number of \$5,000 cars had recently endeavored to reach the top of the hill on high gear and failed, after a number of efforts with a running start. This aroused the curiosity of the Hudson dealer in Bridgeport, Conn., and he decided to make the attempt with the new Hudson Six.

It surprised Bridgeport when the car made the entire hill without an apparent effort on high gear from a slow start. As a result Bridgeport the next morning saw this advertisement in the newspapers: "Any good six-cylinder automobile should make 'Sport Hill' on high gear starting at four miles per hour."

Designers Have New Idea.
(By R. B. Allport, of the Eastern Motor Sales Corporation.)

Motor cars have always been built until recently as a combination of three distinct units, the engine, the chassis and the body. Most builders have tried to improve these features separately instead of regarding them as integral parts of a single machine—for a motor car is an individual machine as distinctly as a locomotive is.

The result of this disjointed method of developing one feature of a car without any reference to the other features has been that the purpose aimed at, which is the construction of the most comfortable, economical, convenient and dependable machine, and one that is beautiful withal, has been retarded in many cases. The Stevens-Duryea designers were the first to plan a car from tread to top with careful consideration of the part each

detail must play in producing a perfect whole.

They had a certain advantage in producing the C-Six, which undoubtedly represents the highest development of the motor car to-day. Every part of the car is made in their own works—engine, chassis and body, too. The new Stevens-Duryea works at East Springfield is considered the most complete automobile plant anywhere. It was planned for turning out fine cars most economically, and at the same time with assurance of the best workmanship and materials at every stage of the construction.

Parade in Palace Car.
The baseball fan of the East has the idea that the only real baseball "bug" inhabits the territory surrounding the big league cities. Evidence to the fact that there are others that get that feeling of wanting to go out, yell, tear up hats and generally go crazy, is apparent in the following:

Business in Portland, Oregon, the afternoon of the opening game, was at a halt. A parade composed of the leading citizens of that city who filled cleverly decorated motor cars paraded through the streets for two hours, and terminated at the ball grounds. The procession was led by Mayor Rushlight and Judge Morrow, of Portland, and His Majesty, Ralph W. Donges, Governor of the Grand Lodge of Moose of New York, in a Palace car decorated with American flags. This demonstration is characteristic of all large towns on the Western Coast, and only goes to show that the great national game has taken just as firm a hold of the people in the West as in the East.

Two Important Changes.
Two important changes in the motor manufacturing world occurred this week with the appointment by the Haynes Automobile Company, of Kokomo, Ind., of District Sales Manager George Strout, of the Cole Motor Car Company, to be general sales manager for Haynes, and the securing by the Cole Motor Car Company as a factory production manager of J. F. Richmond, who, for the past four years, has been factory superintendent for the Hudson Motor Car Company, Detroit.

The position which Mr. Richmond secures with the Cole is a created one, due to the increase in that company's business. He has also served with the Maxwell Indiana plant, with Olds and other machine factories.

Packard Trucks Help.
United States Army officers expressed very forcibly their views of the satisfactory work accomplished by the motor trucks in the recent Dayton disaster.

Adjutant-General Cyrus Mead in acknowledging the service rendered by a battery of Packards, said it would have been impossible to distribute the relief supplies without them. Others have expressed opinions which give rise to the belief that the government will be urged to place fleets of motor trucks with proper equipment in the various military stations, which can be used under ordinary conditions for general hauling and moved immediately into relief service in times of great catastrophes.

E. Morton, assistant manager truck department of the Packard Motor Car Company, after inspecting conditions in Dayton, said: "With practically all of Dayton's horses killed in the disaster, it is hard to imagine how conditions which existed could possibly have been met in an efficient manner without the trucks. When one realizes that a great number of motor trucks has been kept on constant relief duty by large manufacturing concerns, which have come to the rescue of Dayton's citizens, for a period of four weeks and yet the work is not anywhere near completed, he will then have some idea as to the pressing need of modern hauling equipment in times of disaster."

"Traffic on the widest thoroughfares was practically impossible until the trucks had started to work. It was difficult even for pedestrians to make their way through the tangle. All manner of refuse choked the

streets, and had to be removed before headway could be made in reopening homes and places of business.

"Although remarkable progress has been made in clearing the streets of filth and debris, there is still plenty of work for the trucks to do. Supplies are being hauled daily from the freight depot to the relief stations in all parts of the city, from which the majority of the 125,000 inhabitants are at present receiving daily portions of food."

Delivery Car Saves Stock.
Each spring the retail district of Wilkesbarre, Pa., prepares for the annual flood by removing all goods from cellars to upper floors. Then the merchants sit down and wait patiently for the waters to come and recede.

This year the department store of Jonas Long's Sons failed to join in the general transfer, but invested in a simple centrifugal pump.

The flood came according to schedule. As soon as the water began to ooze into the cellar, the Long store drove its Studebaker "20" delivery wagon to the front of the store, jacked up one rear wheel and connected it with the pump by a belt. Then they started the motor.

There were a few moments of anxiety before the car showed its ability to pump the water out faster than the flood seeped it in. But doubt vanished before the demonstration had been at work a half-hour.

The crest of the flood passed, leaving the Long cellar still dry. And the waters receded without a cent of damage being done.

A year ago it had cost the store \$500 to transfer the goods and have the cellar pumped out after the flood was over. The members of the firm admit that, by its versatility, the Studebaker motor easily paid for itself by its service in the flood alone.

World's Speed King May Come Here.
R. P. Bishop, sales manager of the Cutting Motor Car Company, of Jacksonville, Mich., is in Richmond for a few days, and states that the Cutting Company are now making arrangements with "Wild" Bob Burman to come to Richmond for a three days exhibition meet. Burman has closed a contract

with the Cutting Motor Car Company to drive the Cutting Grant again this year. This is the same car that he drove at Indianapolis last Decoration Day in the 500-mile race. This is the largest four-cylinder speed car in America, being 116 horse power, and capable of going 130 miles an hour on the straight away. Besides the big cutting, Burman will bring with him his famous Blitzen Benz, the car that he made the world's mile record with at Dayton Beach.

The Cutting Company has just closed a contract with the H. G. Wagner Auto Company, Inc., of 512 Main Street, as distributors of Cutting automobiles for the State of Virginia. Howard G. Wagner is the manager of the concern, and the new show-room will be opened to the public in the next few days.

Beginning May 11th,

Every Sunday Excursions

TO

Norfolk AND THE SEASHORE

VIA

Norfolk & Western Railway

\$1.50

Round Trip.

Tickets good on special train leaving Richmond 8:10 A. M., and leaving Norfolk 7:40 P. M., and on Cannon Ball leaving Richmond 9:00 A. M. and leaving Norfolk 4:15 P. M.

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